

PLS

ident  
pot:  
and Two  
into a  
Death-  
Part  
be  
tchison,  
using at

three other construction fifty and and pro- which is ng built and's prop- ne rate of e engine of empty o the pit a and left isplayed.

oned on  
 resulting  
 the draw-  
 to acting  
 uted; Bill  
 uly hurt  
 is slight-  
 d James  
 leg and  
 as possi-  
 oned for  
 ded men  
 al, where  
 of Tom  
 aking es-  
 on Main  
 ere very  
 t the ac-  
 ng asked  
 en a man  
 as on the  
 ntly de-

were four  
 conductor  
 brakeman,  
 going to  
 the levee,  
 first trip,  
 five or six  
 a train of  
 I learned  
 I took this  
 none knew  
 any kind  
 in the train  
 and stood  
 going at our  
 could have  
 the man was  
 decided two  
 ht bruises.  
 out we are  
 little loss of  
 "Y."

superior  
in Santa  
e in blocks  
e of Santa  
are Rich-  
James P. Mc-  
gregations of  
ay. In re-  
is an estab-  
ill put in  
at the  
of his  
gainschim,  
gaining to  
statement  
as follows:  
Mr. Lewis  
ne he was  
California  
which  
tended him  
distrressed  
to go with  
e, help him  
te. I went

coming from  
 asked Lewis  
 He replied  
 wry a house  
 Bostyabell  
 k could not  
 an, but that  
 mortgage to  
 indorse his  
 Lewis an ex-  
 accordingly  
 n his Santa  
 I indorsed  
 amount, and  
 us secured.  
 er in the  
 indorsement  
 n to Mr.  
 given him  
 pon the pay-  
 ment (which  
 would can-  
 fact in the  
 so sense in  
 w, justice or  
 either out of  
 nebel.

charge of in-  
dividually points to  
McCarthy's  
(s), represent  
half a million,

at the thick  
ing street, near  
turned out, but  
several police  
little damage







## FARM AND RANGE.

## DIRECTIONS FOR RAISING TREES FROM SEED.

How to Prune and Care for Apricot Trees—Making Fowls Fat—Curing Hams and Bacon—Big Yield of Oranges—Notes.

A Haywards correspondent of the Rural Press gives his experience in raising trees from seed. As the time is drawing near for planting, the following extracts are republished for our readers and for criticism by any of our readers whose experience has been different and successful, too.

I commenced last April, but understand the months of May and June are as good time as any. Not caring to have moles or gophers work in my ground I first dug below the surface and laid shales close together on the bottom and sides, then laid two or three inches with common earth, and filled up with creek sand till the shales were buried about ten inches. I then planted acacia seeds (species unknown), poured boiling water on and let the seeds soak for twenty-four hours; then planted half an inch deep. (By the way, all acacia and most other kinds of tree seeds that are at all hard should be soaked in hot water before planting.) All these seeds came up and are now nearly four feet high.

English walnuts I put (without soaking) about two inches deep. All came up; are now four inches high. Eucalyptus (red gum) being very small seed, I simply laid and sifted on by hand to the depth of an eighth of an inch or so. They came up well; are now from four to fifteen inches in height.

Orange orange seeds were soaked in warm water four or five days, but only a dozen out of 300 or 400 came up. Next time I shall pour boiling water on them. The plants are now from five to ten inches high.

I planted two or three kinds of forest tree seeds received from the State Board of Forestry. I watered the seeds night and morning for two months, and I think some of them were kept too wet and so rotted.

## Curing Hams and Bacon.

(Correspondence Rural Press.)

After the carcass has been properly cut up the next process is salting. Use an oblong box of 12 inch pine, of suitable size, or a pork barrel; but the hams and bacon require a tray or box. Rub the hams and bacon with the following salt mixture well before putting it in pickle: Half a pound saltpetre pulverized very fine divided equally—half for two hams and half for two sides. The saltpetre is to be well rubbed into the meat on the flesh side. The meat is then laid on a bench, skin down, for twelve hours.

Take seven pounds salt and 14 pounds brown sugar, well mixed, and heated in a fry-pan, and rubbed while hot upon the two sides of the meat. The meat is then put in the tray and the brine begins to form. Rub and baste the meat every other day (putting the bottom pieces on top) for four weeks when the meat is hung up to dry, and then smoked.

For the hams, use four pounds salt, one and one-quarter pounds sugar and treat in the same way. The hams should be in the pickle five weeks. This curing is quite important. The meat is not smoked until quite dry, and the salt crystallized upon the surface.

Use for smoking damp wheat straw, corn cobs or small brush. Smoke a little every day until completely dry, and produce no heat in smoking. Some smoke for two or three months, but when perfectly dry less time is sufficient.

Procure from your druggist one pint of pyrogenous acid (the acid from an oak tree) and paint your meat with a shaving brush thoroughly with this acid, and hang your meat in as cool a place as you have in this climate and it will keep sound and be as good as any meat cured in Old England as long as you live—if you are an old man.

The Westphalia hams are made as follows: Well rubbed with dry salt and left to drain twenty-four hours. Take two quarts of bag (rock) salt, three pounds of brown sugar, one pound of saltpetre, four ounces of saltpetre and four ounces of juniper berries, well mixed and boiled in six quarts of water. The brine is then cooled and skimmed. The hams are taken from the salt and wiped dry, and the cold pickle poured over them and rubbed in. The hams should be enough brine to cover the meat. Turn the meat every second day for three weeks, then take them out, wipe dry, and a mixture of ground pepper, salt and bran is thoroughly rubbed in, filling all cracks and openings. They are then smoked a little every day for three months or more, until completely dry, when they will keep and improve in flavor for years. Pyrogenous acid will keep off flies and anatomical of all kinds and improve the flavor of the meat.

## Caring for Apricot Trees.

(J. M. Harding in Fresno Republican.) I watch my trees the first season after planting, and as soon as they have grown three feet out back to eight or ten inches. This causes the sap to fill up every pore in the body and limbs of the tree, preparatory to pushing out a new growth of limbs or laterals on the new wood you have left, and this stiffens up the whole stock and also helps to make the junction of old and new wood more solid, neither can the wind or water bend your young trees about and split off limbs. Soon after you have cut away this new growth you will see young shoots starting out all over the tree, and if, when they have made a similar growth, the head of your tree is not thick enough or seems too heavy and weaves about, cut back again, and don't be afraid of hurting it, but get your trees stiff as I what treemen call stocky. With all the care and deep cultivation necessary, your tree should make a fine growth and be well shaped the first year. Then in the following winter prune out all weak branches, cross limbs, and cut back the ends of all limbs to good, sound, well-matured wood. Follow up the same treatment second and third years, and never allow your trees to run out long limbs and sprawl about, always keeping the head well balanced, and, where exposed, the heaviest side to the wind. The apricot, as we all know, for the first few years is a wonderful grower, and must be kept in subjection or it will, in this valley especially, run away with itself and go to pieces sure. As to the longevity of pruning I am not prepared to say, but I am sure it will avoid much of the disaster we can see on every hand the present year. I have about 1000 apricot trees 4 years old, which had been pruned for two years, or little at best since the grasshopper scourge two years ago. They are planted 20x20 feet apart; and when I went into the orchard to prune last February there were hundreds of places where

the limbs from either row could be tied to the other, and many times I had to crawl upon my hands and knees to get under to commence pruning. The head of the tree had been started three or four feet from the ground, but the immense weight of the foliage of the preceding years had bent the limbs until they touched the ground. If I had been faint-hearted like many with a pet orchard I would not have half done the work, but I cut and sawed until more than a foot of my neighbors thought I had just about ruined a fine orchard. I have no use for fruit trees in this valley which I can't get to and cultivate, and I cut these away until I can plow right up to them. I also cut back the top and side limbs, and, of course, cut away any amount of fruit buds that had formed on the outer branches, but what I did save near the body of the tree produced the largest and finest fruit I ever saw. The result is, I had an immense growth of fine, healthy trees as ever grow, which any one can attest by visiting my orchard. I have, at least, two objects in view by this course of pruning. First, I get my trees stout and stocky, and the fruit buds near the center. It is easy enough to cut and thin out after I see what my crop will be. One thing I am sure of, and it is this, by my course of pruning I only lost one tree out of 1000 by splitting and, and lost less than a dozen were damaged in the least, and that was caused by the ravages of grasshoppers two years ago, and my neglect to look after them.

## Big Yield of Oranges.

(Glendora Signal.)

A fruit-dealer in Pomona a day or so ago offered Mr. M. Baldridge \$5.50 per box for his Washington navel oranges in the orchard. Mr. B. informs us he has about 2000 boxes of this celebrated variety. One tree in his grove last year, only eight years old, yielded seven boxes, which sold for \$4 per box. But let our figures astonish the cavaliers, we will drop the average to four boxes to the tree. There are about seventy trees to the acre, which we see at this very low estimate will make 280 boxes, worth \$3.50 per box, or \$980 per acre for eight-year-old trees.

## How Fowls Are Made to Pay.

(California Cackler.)

Keep only as many fowls as your time will permit you to attend to well in every particular. When fifty fowls are well cared for will pay a good profit; 100 somewhat neglected may be kept at a loss. Feed judiciously, keep the water fountains pure, look out for vermin, avoid overcrowding, give the fowls the best chance to scratch, provide shade in summer and a dry shelter. Think of these things once a month.

## Notes.

The winery at San Gabriel produced 700,000 gallons of dry and sweet wines this season.

A Los Angeles fruit-grower has realized \$2345 from five acres of walnut trees, or \$469 an acre.

Rio Alvor of New Jerusalem, Ventura county, writes the Ventura Democrat that he had just harvested 84,000 pounds of potatoes from seven acres, and that they netted \$50 per acre. At this low yield, the land is worth about \$240 per acre.

The State Viticultural Commission estimates that the wine yield for the season is 17,000,000 gallons, or about 1,000,000 gallons less than last year. An estimate of the value of the products of the orchards and vineyards of California in 1897 has been made, which foots up a total of nearly \$18,000,000.

J. R. Alvor of New Jerusalem, Ventura county, writes the Ventura Democrat that he had just harvested 84,000 pounds of potatoes from seven acres, and that they netted \$50 per acre. At this low yield, the land is worth about \$240 per acre.

Says the Monrovia Planet: "E. J. Baldwin has forty acres of Washington navel on his Santa Anita ranch, near Monrovia. He finds sale for his fruit in San Francisco, and last season received \$5 and \$5.50 per box for his oranges. From these orange trees he received \$2200 per acre."

The steady decline in the yield of potatoes must be borne in mind in looking over the sources of our food supply. In the census year the total yield of potatoes was figured at 191,000,000 bushels. In 1893 this yield was increased to 208,000,000 bushels. In 1896 it had declined to 163,000,000 bushels, and now it is down to 134,000,000 bushels.

During a visit of Capt. McIntyre, superintendent of the Vina ranch, to the office of the State Viticultural Commissioners, he stated that they were through with fermentation, after considerable trouble, with the red wines. Owing to severe frosts and the dryness of the season the yield was about 3000 tons, or about one-half of what was expected last spring. Fifty thousand gallons of brandy was made. The captain believes that the entire crop of the State will be one-third less than that of 1896.

## Glendora.

Twenty-five miles from Los Angeles and 18 miles from Pasadena, on the direct line of the California Central and on the proposed line of the Southern Pacific, and lying in the eastern extremity of San Gabriel Valley, directly at the base of "Old Baldy," the crowning peak of the Sierra Madre.

For finest photographs go to Strelow, Perdikis & Co., 147 S. Spring st., the only first-class ground floor gallery.

Alhambra Hotel. In the town of Alhambra, only seven miles from Los Angeles, on the Southern Pacific Railroad, is now open for guests. This house commands a view of the San Gabriel Valley; has commodious, sunny rooms, single and en suite. Terms reasonable to parties by week or month. Transient rates from \$2.50 to \$4 per day. S. F. Perrigo, manager.

Mrs. Dr. Wells, Woman Specialist. The first lady doctor of Kentucky, many years of successful practice in the treatment of diseases, leucorrhoea, ovarian disease, irregularities—relief and radical change felt from the first treatment. No. 318 E. Spring st.

E. Adam's Clothing House. Fine stiff hats, \$1.50; worth \$2.50. Fine stiff hats, \$1.50; worth \$2.50. Fine stiff hats, \$1.50; worth \$2.50. 15 South Spring street.

The Largest Depot. And warehouse in the valley is now being built at Glendora. The great Santa Fe is deeply interested in her welfare and has faith in her future.

Miss Allen's Clothing-Out Sale. A choice lot of winter goods at low prices. Must be sold immediately. Stylish and expensive hats at cost. 153 South Spring street.

Sidewalks. John Haag, 65 Earl street, is prepared to lay artificial stone sidewalks, and guarantee them. Prices reasonable.

REAL ESTATE IS ALL THE GO NOW; SO IS

GYPSY QUEEN CIGARETTES

AT EVERY BAR AND CIGAR STAND IN THE CITY

SIERRA MADE IN U.S.A.

J. N. GREGORY, SOLE AGENT, THE TRADE SUPPLY CO.

## LOS ANGELES LAND BUREAU, REAL-ESTATE AGENTS.

Easton, Eldridge & Co., AUCTIONEERS.

Office and Salesroom, No. 20 W. First St., bet. Spring and Main.

## Wolfskill Orchard Tract!

At Private Sale,

In large subdivision, fronting San Pedro, Third, Fourth, Fifth,

Sixth and Alameda streets; also Wolfskill, Ceres, Gladys,

Ruth, Towne and Stanford avenues.

This magnificent property, lying in the heart of the city, but ten minutes' walk from the Courthouse, must command itself to all classes of investors, from its proximity to the business center, which is every day growing in this direction. The new postoffice within a short block.

## The New Arcade Depot.

## Improvements on the Property.

A grant of land 300x1900 feet, fronting Alameda street, between Fourth and Sixth streets, has been made by the owners to the Southern Pacific Railroad on the specific contract on the part of the railroad company with the signature of its President, Hon. L. L. Stanford, that it shall at once erect and maintain 18 "PERPETUITY THEIR PRINCIPAL PASSENGER DEPOT" on this property. The contract on the part of the railroad company is being faithfully executed. Side tracks and switch privileges have been granted by the Honorable Board of Common Council, and have been constructed. Work on the depot foundation is in progress and will be completed by December 1st.

Mr. Arthur Brown, the architect and Superintendent of construction of Del Monte Hotel, Monterey, states that he turns over to the company that hotel on Thanksgiving Day, at the dedication of that structure. At once thereafter the force of mechanics will be transferred to this work. The ground plans and elevation of this depot, one of the finest in the world, are now on view at our office. The building will be 507 4-1/2 feet long and 141 feet wide; the main approach and entrance facing Fifth street and Wolfskill avenue, the trains entering the depot from Alameda side. The building will be constructed of brick, stone, iron, glass, and stings in natural wood, and will be one of the finest structures of the kind in America, being completed with every convenience for the traveling public.

SPECIAL NOTE: We have placed the opening schedule of prices at a minimum figure and about one-half of quotations for adjacent properties. These prices will be maintained FOR A SHORT TIME ONLY, and we shall advance the schedule as improvements progress. The first increase will probably be from 10 to 20 per cent.

## The Los Angeles Land Bureau, EASTON, ELDRIDGE &amp; CO.,

No. 20 West First St., bet. Spring and Main, Los Angeles.

## LOTS \$25 EACH IN TOWN OF CARLTON!

For a Few Days Longer, When Prices Will be Doubled,

As sales are meeting with the grand success they deserve.

64 Handsome Houses Given to Purchasers.

A house given away with every block. Distribution to take place as

soon as each block is sold and payments made.

Join the excursion visiting this beautiful site daily.

Situated in the beautiful and picturesque Santa Ana Valley, near Orange, Anaheim and Fullerton, with grand view of the ocean and surrounding country. In the midst of hundreds of farms of the most fertile soil on the Pacific Coast, which demand and will readily support a large town. Land on this ranch, which is now under cultivation, is readily selling at \$200 to \$400 per acre. Atchison, Topeka and Santa Fe depot on this ranch and trains running daily.

TERMS—\$10 cash and \$5 each month until paid.

For further particulars, maps, etc., apply to

Lee McGown, Jr., (SUCCESSOR TO BILLINGS & MCGOWN),

19 North Spring St.

EAST SAN GABRIEL!

This desirable property will be offered tomorrow in business lots, residence lots, or by the acre, at attractive prices. Persons desiring to avail themselves of a good chance to invest should call early. Over 1000 lots have already been sold.

Only 9 miles from Los Angeles on Southern Pacific Railroad.

New Hotel, 125 rooms, all modern improvements, will be open January 1st.

Abundance of purest artesian water piped over the lands. Beautiful view and climate unsurpassed in Southern California.

Six trains daily. The Rapid Transit Railroad runs through the tract.

Avail yourself of an early purchase. Apply to

San Gabriel Valley Land and Water Co.,

L. W. DENNIS, Vice-Pres. NO. 20 SOUTH SPRING ST.

Unclassified.

ORANGE TREES. ORANGE TREES.

300,000 FLORIDA ORANGE TREES FOR SALE!

Sour or Sweet Seedlings;

At special and exceedingly low quotations, in lots of 5000 or more, ranging from half inch to two inches in diameter, all from one nursery, well cultivated, well spaced apart, not stunted, have never had any kind of scale disease, will be shipped from Florida in refrigerator cars; arrival guaranteed in absolutely healthy, thrifty condition and entirely free from all insect pests.

W. T. MAURICE, 16 S. Spring St., Los Angeles,

Agent for KNOX & SLATER, Coronado, Cal.

Real Estate.

WENDEL EASTON, President. GEO. W. FRINK, Vice President. F. B. WILDE, Secretary.

ANGLO-CALIFORNIAN BANK, Treasurer.

**EASTON, ELDRIDGE & CO.**  
A CORPORATION  
REAL ESTATE & GENERAL AUCTIONEERS.

**GRAND EXCURSION!**  
—TO—  
**TERRACINA!**

**TERRACINA**—THIS BEAUTIFUL TOWNSITE IS ON THE SOUTHERN RIM OF THE AMPHITHEATER known as the San Bernardino Valley, commanding one of the finest views on earth, the future homes for health, contentment and happiness. This property comprises 410 acres of land owned by a wealthy and progressive corporation, who have an abiding faith in their holding. The property has been artistically laid out into acreage plots and into town and residence sites. The property is being piped and carrying a permanent supply of pure mountain water under pressure from Redlands, Lugonia and Crafts Domestic Water Company. The acreage property will have included in deed water stock of the West Redlands Water Company. The water supply is now connected, and on the day of sale the beautiful fountains in the town plans will be sending forth pure mountain water. The plans have been accepted for the new hotel, and it is now being constructed, three stories in height with French roof. The design is most attractive and replete with every modern convenience, electric communications and gas, hot and cold water, etc. The site of the hotel is most commanding. Substantial and elegant CE-EST SIDEWALKS are laid along the principal business streets, and a substantial brick block, with iron front and trimmings of cotton marble, is now under way. The lovely townsite at Broadside Station, Southern Pacific Railroad, and only ten minutes from the San Bernardino and Redlands motor line and the California Southern Railroad, now being built into this valley; also the projected belt line of the Southern Pacific Railroad. Electric road being organized to connect Terracina, Redlands and Lugonia.

A SPECIAL TRAIN WILL LEAVE LOS ANGELES

On Thursday, December 15th, at 8:45 a.m., Sharp,

From Commercial street, and 9 a.m. from San Fernando street depot, connecting at way stations, to Colton,

and thence to Brookside Station and Lugonia.

\$1.30—EXTRA LOW RATE FOR THE ROUND TRIP—\$1.30

SPECIAL TICKET FROM COLTON.—Excursionists from San Bernardino and Riverside will connect at Colton

with the special, and the fare from Colton to Terracina and return will be placed at 50 cents round trip. Train will stop at way stations; fare, \$1.10. Special auction sale and introduction of this lovely property will take place on the grounds at 12 o'clock on Thursday, December 15, 1897. On arrival of train an elegant collation will be served free to excursionists. TERMS OF SALE.—One-third cash, one-third in six months, one-third in twelve months. Interest 10 per cent. per annum. For maps and catalogues of sale apply to

LOS ANGELES LAND BUREAU, (A CORPORATION).

EASTON, ELDRIDGE & CO., AUCTIONEERS,

No. 20 West First Street, Los Angeles, No. 826 Fifth Street, San Diego, No. 618 Market Street, San Francisco.

FRED MACPHERSON, AGENT, : : : REDLANDS AND LUGONIA.

Real Estate.

Wm. Lacy & Co.

MANUFACTURERS OF

Sheet Iron, Well & Water Pipe

IRON TANKS & ALL CLASSES OF SHEET IRON WORK

OFFICE 121 LOS ANGELES ST.

Cor. Buena Vista & Virgin Sts.

LOS ANGELES, CAL.

Real Estate.

PROVIDENCIA!

17,000—ACRES—17,000

Of the Finest Fruit & Alfalfa Lands.

Only six miles from Los Angeles. An abundance of water. Three railroads to Los Angeles. Main line of Southern Pacific Railroad to San Francisco passes through these lands. At prices now asked you can make 100 per cent. in ninety days. Sales in Providencia in six months, \$483,000.

Only 6 miles from Los Angeles on Southern Pacific Railroad.

New Hotel, 125 rooms, all modern improvements, will be open January 1st.

Abundance of purest artesian water piped over the lands. Beautiful view and climate unsurpassed in Southern California.

Six trains daily. The Rapid Transit Railroad runs through the tract.

Avail yourself of an early purchase. Apply to

San Gabriel Valley Land and Water Co.,

L. W. DENNIS, Vice-Pres. NO. 20 SOUTH SPRING ST.

Unclassified.

ORANGE TREES. ORANGE TREES.

300,000 FLORIDA ORANGE TREES FOR SALE!

Sour or Sweet Seedlings;

At special and exceedingly low quotations, in lots of 5000 or more, ranging from half inch to two inches in diameter, all from one nursery, well cultivated, well spaced apart, not stunted, have never had any kind of scale disease, will be shipped from Florida in refrigerator cars; arrival guaranteed in absolutely healthy, thrifty condition and entirely free from all insect pests.

W. T. MAURICE, 16 S. Spring St., Los Angeles,

Agent for KNOX & SLATER, Coronado, Cal.

Real Estate.

PROVIDENCIA!

17,000—ACRES—17,000

Of the Finest Fruit & Alfalfa Lands.

Only six miles from Los Angeles. An abundance of water. Three railroads to Los Angeles. Main line of Southern Pacific Railroad to San Francisco passes through these lands. At prices now asked you can make 100 per cent. in ninety days. Sales in Providencia in six months, \$483,000.

Only 6 miles from Los Angeles on Southern Pacific Railroad.

New Hotel, 125 rooms, all modern improvements, will be open January 1st.

Abundance of purest artesian water piped over the lands. Beautiful view and climate unsurpassed in Southern California.

Six trains daily. The Rapid Transit Railroad runs through the tract.

Avail yourself of an early purchase. Apply to

San Gabriel Valley Land and Water Co.,

L. W. DENNIS, Vice-Pres. NO. 20 SOUTH SPRING ST.

Unclassified.

ORANGE TREES. ORANGE TREES.

300,000 FLORIDA ORANGE TREES FOR SALE!

Sour or Sweet Seedlings;

At special and exceedingly low quotations, in lots of 5000 or more, ranging from half inch to two inches in diameter, all from one nursery, well cultivated, well spaced apart, not stunted, have never had any kind of scale disease, will be shipped from Florida in refrigerator cars; arrival guaranteed in absolutely healthy, thrifty condition and entirely free from all insect pests.

W. T. MAURICE, 16 S. Spring St., Los Angeles,

Agent for KNOX & SLATER, Coronado, Cal.

Real Estate.

PROVIDENCIA!

17,000—ACRES—17,000

Of the Finest Fruit & Alfalfa Lands.

Only six miles from Los Angeles. An abundance of water. Three railroads to Los Angeles. Main line of Southern Pacific Railroad to San Francisco passes through these lands. At prices now asked you can make 100 per cent. in ninety days. Sales in Providencia in six months, \$483,000.

Only 6 miles from Los Angeles on Southern Pacific Railroad.

New Hotel, 125 rooms, all modern improvements, will be open January 1st.

Abundance of purest artesian water piped over the lands. Beautiful view and climate unsurpassed in Southern California.

Six trains daily. The Rapid Transit Railroad runs through the tract.

Avail yourself of an early purchase. Apply to

San Gabriel Valley Land and Water Co.,

L. W. DENNIS, Vice-Pres. NO. 20 SOUTH SPRING ST.

Unclassified.

ORANGE TREES. ORANGE TREES.

300,000 FLORIDA ORANGE TREES FOR SALE!

Sour or Sweet Seedlings;

At special and exceedingly low quotations, in lots of 5000 or more, ranging from half inch to two inches in diameter, all from one nursery, well cultivated, well spaced apart, not stunted, have never had any kind of scale disease, will be shipped from Florida in refrigerator cars; arrival guaranteed in absolutely healthy, thrifty condition and entirely free from all insect pests.

W. T. MAURICE, 16 S. Spring St., Los Angeles,

Agent for KNOX & SLATER, Coronado, Cal.

Real Estate.











## STILL HE HAD A RECORD.

An Old Man Who Was in the West a Little Bit.

(Chicago Tribune.)  
Briar got into conversation with an old man who was sitting in front of a livery barn in Leadville, Colo., who incidentally mentioned that he was born in Missouri, and had lived all his life in the territories or extreme Western States.

"Ah, then I suppose you rode the first pony express that went through to the coast?" Briar suggested, mildly but confidently.

"No, I never rode the pony express at all," he replied.

"Didn't? Then you're the original discoverer of gold in California?"

"No, you're again mistaken," replied the old man, sadly.

"I am," said Briar, now thoroughly astonished. "But, of course, you guided the first Union Pacific surveyors?"

"No," and the old man sighed. "No, I didn't do that, neither."

"Well, this beats me," said Briar. "Still more surprised. Perhaps you aren't the original owner of the land where Denver now stands?"

"No-o-o, never owned it."

"See here, now, weren't you chief of scouts for the Government for fifteen years?"

"Oh, no, no, no, honest, I never was."

"Now, be careful, tell the truth—weren't you playing cards with Wild Bill when he was shot?"

"No! Let up, please. I wasn't in any of those places, nor didn't do none of them things an' can prove it. But then, young man, I don't mind telling you that I did guide Brigham Young on his first trip to Salt Lake, an' I was all through the Kansas-Nebraska trouble, and finally put it down, being the first in Nevada, learnt Buffalo Bill how to load a gun, drove the first Black Hills treasure coach, an' was the only man that came through the Custer massacre alive, after layin' on the battle field wounded for forty-eight hours, surrounded by the groans and shrieks of the dead and dying! That's my record, young fellow, an' I got the papers for ev'ry word of it."

The Poet of Passion.

(New York Graphic.)

Mrs. Ella Wheeler Wilcox has been living for some time up on the circle fronting the Eighth avenue entrance to Central Park. Far away from the hurry and bustle, the dust and turmoil of city life, I wandered aimlessly along the borders of the bleached grass and through the bunches of fallen leaves around the upper banks of the lake in the park. In a half alcove, shaded by the trees and built up against the side of a rock, with the lake almost at her feet, I saw the woman whose fame as a poet of passion was built up so suddenly and has endured so well. She is not a woman; nor, indeed, does she bear the aspect of one who has grown younger since she has left her Wisconsin home and come to New York. To write the full truth, Ella Wheeler Wilcox is no longer a youthful woman. She must be close on 40, and her bushy, half-curly hair hanging low on her forehead in a manner that would be called just a little "frizzy" in an ordinary person gives her the appearance of a well-preserved gentleman with no special beauty of face or gown to distinguish her. Everybody who has read anything about her has, of course, gone over the charming romance of how she earned her first money and received it in a check from Mrs. Frank Leslie. The story is a readable one, but the truth is that it is the story of a woman who has been so often written about and described. She was married in 1884, and has grown to be just a little plump and matronly since that time, though her baby, born last spring, did not rest long enough in its mother's arms to give her a full realization of the joys of motherhood. She is a domestic little woman in many of her ways, and is not much known to New York society. Just now it is to be said that she gives more attention to her husband and her little household than she does to any efforts to add to her literary reputation.

Yet He Loves Her.

(San Francisco Report.)

Man finds any amount of fault with women, yet works tooth and nail to get her. He calls her extravagant, yet yearns for her bills. He calls her headstrong, but he devotes months to finding out where that head should be. She's a little, yet he struggles for a place in her affections. She's timid, but he goes to her for courage. She's a little, yet he struggles for a place in her affections. She's timid, but he goes to her for courage. She's a little, yet he struggles for a place in her affections. She's timid, but he goes to her for courage.

Quite a Crooked Log, Indeed.

(Geneva (Ill.) News.)

We hear that Luman Woodward's log for the old settlers' cabin is quite a marvel in its way. H. Crossley says he stretched a tape-line along it from end to end. There is a sag or curvature of the spine in the middle that makes a difference of six feet two inches from a straight line. The tree was cut by the owner because it made the cows in the pasture so cross-eyed to look at it that the butter from their milk made the children tongue-tied. The tree never leaked out until fall, because it took the sap all summer to find its way up to the branches. When Luman put the log on the fair ground it immediately began to roll all around the premises, being too crooked to lie still. They had to whip up the team to get away from it.

Old-Time Senatorial Jokes.

(Boston Budget.)

John P. Hale was a most incorrigible wag, and he delighted in making Senator Foote of Mississippi, who in an unguarded moment had threatened to hang him as an abolitionist, a butt for his jokes. One day, after a visit to New York, Senator Foote came smiling in and took his seat at his desk, rather astonished the other Senators, as his previously bald pate was covered by a fine, curly black wig. Up rose Mr. Hale, and demanded a special committee to examine the credentials of the youthful upstart who had assumed Senator Foote's likeness and chair. Senator Foote rose up, and, bowing politely, convulsed the Senate by quickly removing the wig and hanging it on his umbrella, with the observation: "With this motion on my part, which is quite in order, despite my thinning hair, the committee is dissolved."

## Physicians.

DR. EDWIN F. RUSH  
PHYSICIAN AND SURGEON.  
(Late 120 State St., Chicago.)

Office, California Bank Building, corner Second and First streets, Los Angeles. Telephone No. 78.  
Hours: 11 a.m. to 5 p.m.  
Residence: 127 West Colorado street, Pasadena.  
Dr. Rush will visit any portion of Southern California for consultation, to make examinations or to perform operations.

J. A. DOUGHERTY, M.D., F.A.C.S., M.D., F.R.C.S., F.R.C.P., F.R.C.O., F.R.C.S.D., F.R.C.S.E., F.R.C.S.N., F.R.C.S.I., F.R.C.S. (Edin.), F.R.C.S. (Glasg.), F.R.C.S. (Dublin), F.R.C.S. (London), F.R.C.S. (Paris), F.R.C.S. (Vienna), F.R.C.S. (Bonn), F.R.C.S. (Berlin), F.R.C.S. (St. Petersburg), F.R.C.S. (Warsaw), F.R.C.S. (Prague), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R.C.S. (Toulouse), F.R.C.S. (Nîmes), F.R.C.S. (Montpellier), F.R.C.S. (Clermont), F.R.C.S. (Lille), F.R.C.S. (Roubaix), F.R.C.S. (Valenciennes), F.R.C.S. (Louvain), F.R.C.S. (Ghent), F.R.C.S. (Brussels), F.R.C.S. (Amsterdam), F.R.C.S. (Antwerp), F.R.C.S. (Lyon), F.R.C.S. (Marseilles), F.R.C.S. (Nantes), F.R.C.S. (Rennes), F.R.C.S. (Bordeaux), F.R



No liquor to be sold in this beautiful city  
of homes.

Frequent trains between the city, Soldiers'  
Home and Santa Monica.

Now on the market at first prices.

Cahuenga Land and Water Company,  
NO. 44 NORTH SPRING STREET.

Real Estate  
Luckenbach & Chesebro,  
NO. 9 $\frac{1}{2}$  SOUTH FORT STREET.

Our list of property is too large to advertise each piece, but we deem it a pleasure to show the property we have for sale to all who are in search of bargains in houses, lots or acreage. Investigate these:

**BURBANK.**—LOTS FROM \$400 TO \$800. 100 ACRES AT \$15

**BALLONA HARBOR.**—OCEAN FRONT LOTS, 50x150 to 100x150. Price, \$300 to \$500; 1/3 cash.

**SAN FERNANDO.**—LOTS ON STREET CAR LINE AND near depot, at \$125 each; ½ cash. These are the

**MELROSE**—LOTS IN THIS FINE TRACT AT FROM \$300 TO \$500

**MELROSE.** each. We have some fine bargains in this tract, but they must be taken quickly or no go.

**LUCERNE** — HERE YOU FIND THE "DAISIES" THESE

**LUCERNE.**—HERE YOU FIND THE DANDIES. These fellows adjoin the "nail factory" site, and are bound to double up in short time. Catch on to them.

**FULTON WELLS.**—THESE LOTS ARE DECIDED BARGAINS at from \$175 to \$300 each, and no mistake. Usual terms, and no fooling.

**LEHIGH TRACT.**—FINE LOTS CLOSE TO ADAMS ST. and within a block of Vermont ave. These are the choicest lots in the district.

**LOS ANGELES.**—WHERE SHALL WE BEGIN AND WHERE

from \$400 to \$100,000 each. We have lots located in every portion of the city, so come and see us and decide for yourselves.

**CENTRAL PARK.**—BEAUTIFUL LOTS AT FROM \$800 TO \$650 each and on easy terms. Between two car line

**MONROVIA.**—LOTS ON CORNER OF DAFFODIL AND ORANGE AVENUES, VARYING IN SIZE FROM 50x100 TO 77x230 TO ALLEY SIZES. FROM \$250 TO \$1650. EASY TERMS.

**DON'T FORGET THE NAME AND ADDRESS**

LOCKENBACH & CHESBROUGH, 128, East Street.

Duckenbach &amp; Chesebro, 9 1-2 E. Fort Street

HESPERIA

# WEST LIA

SAN BERNARDINO COUNTY

SAN BERNARDINO COUNTY,

The Denver of California.

---

MORE COMBINED ADVANTAGES OF

## CLIMATE, SOIL, WATER, SCENERY AND NATURAL RESOURCES

**Than Any Other Section of the State.**

On the main line of the Atchison, Topeka and Santa Fe Railway. Two fl

hotels in course of construction.

---

The Hesperia Land Co. :- The Hesperia Water Co.

10 NORTH SPRING STREET, LOS ANGELES, CAL.

19 NORTH SPRING STREET, LOS ANGELES, CAL.

ARIZONA. ARIZONA. ARIZONA.

## SALT RIVER VALLEY LANDS

## SALT RIVER VALLEY LANDS

## Phoenix, Arizona.

PHENIX LAND INVESTMENT COMPANY, REAL ESTATE DEALERS.

**F**RUIT, GRAPE AND ALFALFA LANDS, IN BLOCKS OF FROM 20 to 5000 acres, with water, at one-third of ruling California rates. Climate and soil equal to or exceeding California. Terms one-fourth cash, balance four and five years on installment.

**PHOENIX LAND INVESTMENT COMPANY**

Box 352, Washington street, next door to Wells, Fargo & Co.'s Express, Phoenix, Arizona

18,000,000 ACRES

18,000,000 ACRES  
LOWER CALIFORNIA LANDS

## LOWER CALIFORNIA LANDS

International Company of Mexico.

**BEAUTIFUL TRACTS, SUITABLE FOR RANCHES OR FARMS**  
from \$5 per acre upwards. Fertile lands. Plenty of water. Perfect titles.

**N OF CALIFORNIA :-:-**

---

Free conveyances from the office daily at 9:30 and 1:30 o'clock.

No liquor to be sold in this beautiful city of homes.

Frequent trains between the city, Soldiers' Home and Santa Monica.

Now on the market at first prices.

---

ON CALL AT THE OFFICE OF

**d Water Company,**

**SPRING STREET.**

---

**Real Estate**

**Luckenbach & Chesebro,**

**NO. 9 1/2 SOUTH FORT STREET.**

Our list of property is too large to advertise each piece, but we deem it a pleasure to show the property we have for sale to all who are in search of bargains in houses, lots or acreage. Investigate these:

**BURBANK.**—LOTS FROM \$400 TO \$800. 100 ACRES AT \$15 per acre.

**BALLONA HARBOR.**—OCEAN FRONT LOTS, 50x15 to alley. Price, \$300 to \$500; 1/2 cash.

**SAN FERNANDO.**—LOTS ON STREET CAR LINE AND near depot, at \$75 each; 1/2 cash. These are the cheapest and some of the finest in the town. Some fine blocks at a decided bargain.

**MELROSE.**—LOTS IN THIS FINE TRACT AT FROM \$300 TO \$500 each. We have some fine bargains in this tract, but they must be taken quickly or no go.

**LUCERNE.**—HERE YOU FIND THE "DANDIES." THESE lots adjoin the "malt factory" site, and are bound to double up in short time. Catch on to them.

**FULTON WELLS.**—THESE LOTS ARE DECIDED BARGAINS at from \$175 to \$300 each, and no mistake in terms, and no fooling.

**LEHIGH TRACT.**—FINE LOTS CLOSE TO ADAMS STREET and within a block of Vermont ave. These are the cheapest lots in the vicinity.

**LOS ANGELES.**—WHERE SHALL WE BEGIN AND WHERE end? Our list would fill the paper and the prices range from \$400 to \$100,000 each. We have lots located in every portion of the city, so come and see us and decide for yourselves.

**CENTRAL PARK.**—BEAUTIFUL LOTS AT FROM \$300 TO \$500 each and on easy terms. Between two car lines.

**MONROVIA.**—LOTS ON CORNER OF DAFFODIL AND OCEAN AVENUES, varying in size from 50x150 to 75x230 to alley from \$750 to \$1000. Easy terms.

---

DON'T FORGET THE NAME AND ADDRESS.

**Luckenbach & Chesebro, 9 1-2 S. Fort Street**

---

**HESPERIA**

SAN BERNARDINO COUNTY,

**The Denver of California.**

---

MORE COMBINED ADVANTAGES OF

**CLIMATE, SOIL, WATER, SCENERY AND NATURAL RESOURCES**

Than Any Other Section of the State.

On the main line of the Atchison, Topeka and Santa Fe Railway. Two first class hotels in course of construction.

---

**The Hesperia Land Co., :-:- The Hesperia Water Co.**

19 NORTH SPRING STREET, LOS ANGELES, CAL.

**ARIZONA. ARIZONA. ARIZONA.**

---

**SALT RIVER VALLEY LANDS**

Phoenix, Arizona.

**PHOENIX LAND INVESTMENT COMPANY, REAL ESTATE DEALERS.**

**FRUIT, GRAPE AND ALFALFA LANDS, IN BLOCKS OF FROM 20 TO 5000 acres, with water, at one-third of ruling California rates. Climate and soil equal or exceeding California. Terms one-fourth cash, balance four and five years on installment plan. Profitable investments offered. Call on or correspond with us.**

**PHOENIX LAND INVESTMENT COMPANY,**

Box 252, Washington street, ext door to Wells, Fargo & Co.'s Express, Phoenix, Arizona.

---

**18,000,000 ACRES**

**LOWER CALIFORNIA LANDS**

International Company of Mexico.

**BEAUTIFUL TRACTS, SUITABLE FOR RANCHES OR FARMS from \$5 per acre upwards. Fertile lands. Plenty of water. Perfect titles.**

**LOTS IN THE RAPIDLY GROWING TOWNS OF**

**ENSENADA, SAN QUINTIN.**

Apply to Branch Office of **HANBURY & GARVEY, Land Agents, 7 S. Main**

**LOS ANGELES, CALIFORNIA.**

---

**:-: SUBDIVISION OF PART OF BANNISTER'S ADDITION TO :-:**

**SANTA :-: FE :-: SPRINGS**

In beautiful residence lots immediately adjoining the best side of the Santa Fe Springs townsite. These lots are now on the market at very low prices. Acreage adjoining at low acre prices.

**BYRAM & POINDEXTER, 27 W. First**

**G. S. Everingham, Resident Agent at Springs Hotel.**



